

**Amendments to Claims:**

This listing of claims will replace all prior versions and listings of the claims in the application:

**Listing of Claims:**

1. (Currently Amended) A control apparatus for an internal combustion engine provided with a secondary air supply apparatus that supplies secondary air to a portion upstream of an exhaust gas control device in an exhaust system, the apparatus comprising:

a detector that detects failure in the secondary air supply apparatus; and

a controller that limits an amount of air introduced into the internal combustion engine to a predetermined amount when failure in the secondary air supply apparatus is detected by the detector,

wherein the controller reduces the amount of the air introduced into the internal combustion engine to the predetermined amount in a stepwise manner.

2. (Canceled).

3. (Previously Presented) The control apparatus for an internal combustion engine according to claim 1, wherein the controller reduces the amount of the air introduced into the internal combustion engine to the predetermined amount at a predetermined change rate.

4. (Previously Presented) The control apparatus for an internal combustion engine according to claim 1, wherein the internal combustion engine includes plural cylinders; and the secondary air supply apparatus includes i) a first opening/closing valve which opens/closes a first air passage through which air discharged from an air pump flows; ii) a second opening/closing valve which opens/closes a second air passage one end of which is connected to the first air passage at a portion downstream of the first opening/closing valve, and the other end of which is connected to an exhaust passage leading to a predetermined cylinder among the plural cylinders; and iii) a third opening/closing valve which opens/closes a third air passage one end of which is connected to the first air passage at a portion downstream of the first opening/closing valve, and the other end of which is connected to an exhaust passage leading to a cylinder different from the

predetermined cylinder to which the exhaust passage connected to the second air passage leads, wherein

the detector detects presence or absence of failure in each of the first opening/closing valve, the second opening/closing valve, and the third opening/closing valve; and the controller limits the amount of the air introduced into the internal combustion engine according to presence or absence of failure in each of the first opening/closing valve, the second opening/closing valve, and the third opening/closing valve.

5. (Previously Presented) The control apparatus for an internal combustion engine according to claim 4, wherein, when failure has occurred in at least one of the second opening/closing valve and the third opening/closing valve, and the first opening/closing valve, the controller limits the amount of the air introduced into the internal combustion engine so that the amount of the air introduced into the internal combustion engine is reduced, as compared to when failure has occurred in at least one of the second opening/closing valve and the third opening/closing valve, and failure has not occurred in the first opening/closing valve.

6. (Previously Presented) The control apparatus for an internal combustion engine according to claim 4, wherein, when failure has occurred in the second opening/closing valve and the third opening/closing valve, the controller limits the amount of the air introduced into the internal combustion engine so that the amount of the air introduced into the internal combustion engine is reduced, as compared to when failure has occurred in one of the second opening/closing valve and the third opening/closing valve.

7. (Presented Previously) The control apparatus for an internal combustion engine according to claim 1, wherein the controller controls an opening amount of a throttle valve provided in an intake pipe for the internal combustion engine so that the amount of the air introduced into the internal combustion engine is limited to the predetermined amount.

8. (Currently Amended) A control method for an internal combustion engine provided with a secondary air supply apparatus that supplies secondary air to a portion upstream of an exhaust gas control device in an exhaust system, the method comprising:

a step of detecting failure in the secondary air supply apparatus; and

a step of limiting an amount of air introduced into the internal combustion engine to a predetermined amount when failure in the secondary air supply apparatus is detected in the step of detecting failure,

wherein in the step of limiting the amount of the air introduced into the internal combustion engine to the predetermined amount, the air is reduced in a stepwise manner.

9. (New) A control apparatus for an internal combustion engine provided with a secondary air supply apparatus that supplies secondary air to a portion upstream of an exhaust gas control device in an exhaust system, the apparatus comprising:

a detector that detects failure in the secondary air supply apparatus; and

a controller that limits an amount of air introduced into the internal combustion engine to a predetermined amount when failure in the secondary air supply apparatus is detected by the detector,

wherein the internal combustion engine includes plural cylinders; and the secondary air supply apparatus includes i) a first opening/closing valve which opens/closes a first air passage through which air discharged from an air pump flows; ii) a second opening/closing valve which opens/closes a second air passage one end of which is connected to the first air passage at a portion downstream of the first opening/closing valve, and the other end of which is connected to an exhaust passage leading to a predetermined cylinder among the plural cylinders; and iii) a third opening/closing valve which opens/closes a third air passage one end of which is connected to the first air passage at a portion downstream of the first opening/closing valve, and the other end of which is connected to an exhaust passage leading to a cylinder different from the predetermined cylinder to which the exhaust passage connected to the second air passage leads, and

wherein the detector detects presence or absence of failure in each of the first opening/closing valve, the second opening/closing valve, and the third opening/closing valve; and the controller limits the amount of the air introduced into the internal combustion engine

according to presence or absence of failure in each of the first opening/closing valve, the second opening/closing valve, and the third opening/closing valve.